4.5.3 Water Port Intermodal

The Indiana Port Commission is a state authority consisting of three public ports. The three ports are International Port/Burns Harbor at Portage, IN; the Clark Maritime Centre at Jeffersonville, IN; and the Southwind Maritime Centre at Mount Vernon, IN. The International Port at Portage is served by NS, as well as the Indiana Harbor Belt Railroad for its connecting carriers. The Clark Maritime Centre is served by CSXT, Louisville & Indiana Railroad, and MG Rail, Inc., a division of Consolidated Grain & Barge Company. The Southwind Maritime Centre is served by CSXT and has a direct rail-to-water coal transloading facility capable of serving utility coal customers.

In the year 2000, the three public ports handled 6 million tons of merchandise, including coal, grain, steel, and fertilizer. Rail handled nearly 4 million tons of the above total volume. The largest proportion of this rail volume was at the Southwind Maritime Centre, which handles substantial coal traffic. This port is currently being tested as a rail-to-water transloading site for Powder River Basin coal destined to southern electric utilities.

While containerized traffic represents a negligible volume at these ports, the Port Commission is reviewing the potential for moving some commodities currently moved in bulk in containers. There is an increasing demand to preserve the integrity of the commodities, such as soybeans, corn, and specialty grains, with well defined specifications. Increased demand by consumers world-wide for organic food contributes to this trend. Bulk cargoes could utilize empty containers, which are steam-cleaned and pest-free, and which need to be repositioned from the U.S.A. to Asian and European markets.

The ability of the rail mode, including short lines, to tailor a competitive transportation product will determine whether rail will continue to maintain market share for a commodity, like grain, that is expected to undergo an increasing amount of market segmentation related to transportation.

Tell City River Port is owned by the City and operated by the Perry County Port Authority, which also operates the Hoosier Southern Railroad (HOS) which interchanges with the Norfolk Southern at Lincoln City, IN. The HOS commenced operations in 1995 restoring an out-of-service line acquired from NS. The Hoosier Southern handles approximately 2,500 carloads annually, including about 1,000 carloads from water to rail, primarily pig iron, coal, and other bulk commodities.

4.5.4 Other Ohio River Ports

Numerous private port facilities are located along the 358 miles of the Ohio River bordering Indiana. Major shippers include Southern Indiana Gas & Electric, Alcoa, Marathon Ashland, American Electric Power, and Indiana-Kentucky Electric Corp. According to the U.S. Army Corps of Engineers, in 1999 nearly 40 million tons of commodities, primarily coal, was moved by barge to, from, or within Indiana on the Ohio River. However, the shipments were served by direct water-to-destination port facilities, and the commodities being shipped did not enter Indiana's rail network.

5.0 RAIL PASSENGER ISSUES

5.1 Current Services

5.1.1 Amtrak

Amtrak officially began service in the United States on May 1, 1971. The name Amtrak is the blending of the two words "American" and "Track," although the official name of the company is the National Railroad Passenger Corporation. Throughout the years, Amtrak has taken over the passenger operations for other railroad corporations and today it is the only significant intercity passenger rail service in the United States. Throughout the nation,

- Amtrak serves more than 500 stations in 45 states on more than 22,000 route miles.

- Amtrak owns approximately 730 route miles and uses track owned by freight railroads over the remainder of the United States.
- Excluding commuter trains, Amtrak operates approximately 265 trains on a normal weekday, transporting a total of approximately 61,000 passengers each day. During the 2000 fiscal year, Amtrak served 22.5 million people.
- Amtrak operates 2,188 railroad cars and 343 locomotives (278 diesel and 65 electric) and employs over 25,000 people.
- Amtrak employs 1,233 Indiana residents; the majority of these work at the Beech Grove Maintenance Facility.
- In addition to its national service, Amtrak also operates commuter rail service for seven state and regional authorities in the United States and provides maintenance for the Sounder Commuter Rail Service in Seattle, Washington.
- Amtrak is the largest contract-commuter service provider in the nation.
- Maintenance facilities are located in Wilmington and Bear, Delaware; Beech Grove, Indiana; Boston, Massachusetts; Chicago, Illinois; Hialeah, Florida; Los Angeles and Oakland, California; New Orleans, Louisiana; New York City, Niagara Falls, and Rensselaer, New York; Seattle, Washington; and Washington, D.C.
- The ten busiest Amtrak train stations are in New York City; Philadelphia, Pennsylvania; Washington D.C.; Chicago, Illinois; Newark, New Jersey; Los Angeles, California; Trenton, New Jersey; Baltimore, Maryland; Boston Massachusetts; and Princeton Junction, New Jersey.

As part of Amtrak's national service, eight named trains provide service to at least one of the 13 stations located in Indiana. These lines are the Capitol Limited, the Cardinal, the Kentucky Cardinal, the Lake Shore Limited, the Pennsylvanian, Three Rivers, Twilight Limited (service between Chicago, Illinois, and Pontiac, Michigan), and Lake Cities (service between Chicago, Illinois, and Detroit, Michigan). All Amtrak trains serving Indiana require reservations.

Indiana stations are located in the cities of Connersville, Crawfordsville, Dyer, Elkhart, Hammond-Whiting, Indianapolis, Lafayette, Jeffersonville, Michigan City, Nappanee, Rensselaer, South Bend, and Waterloo.

Table 5-1 summarizes Amtrak ridership by station in Indiana for the five-year period 1996 through 2000.

Table 5-1 Amtrak Ridership by Station

Years 1996 – 2000

Station	1996	1997	1998	1999	2000	2001	Year 2000 Trains/day
Connersville	380	387	442	429	518	513	0.9
Crawfordsville	1,084	1,129	1,570	1,940	2,455	2,232	2.0
Dyer	784	754	870	850	1,118	1,085	2.0
Elkhart	14,136	12,692	13,680	15,735	15,884	14,437	4.0
Hammond-Whiting	25,799	28,592	27,350	26,258	24,327	18,575	10.0
Indianapolis	12,587	11,736	19,697	15,825	20,958	19,012	2.0
Jeffersonville	--	--	--	--	6,309	5,551	2.0
Lafayette	2,802	3,202	2,792	6,899	9,219	9,334	2.0
Michigan City	3,175	3,250	3,308	2,688	2,369	1,469	2.0
Nappanee	--	--	3,213	2,612	2,566	3,019	2.0
Rensselaer	547	565	802	936	1,166	1,076	2.0
South Bend	14,954	16,348	17,920	18,577	18,984	18,723	6.0
Waterloo	13,413	17,687	19,564	22,176	22,469	22,291	6.0
Total	89,661	96,342	111,208	114,925	128,342	117,317	--

Total ridership at Indiana stations has grown at an average rate of 7.5 percent in the 1996 through 2000 period. Excluding the two stations, Jeffersonville and Nappanee, that were not in service for the entire period, the average rate of ridership growth was 6.2 percent.

Annual rates of changes in ridership at Indiana stations are indicated in Table 5-2.

Table 5-2 Annual Percentage Change in Amtrak Ridership by Station

Years 1997 - 2000

Station	1997	1998	1999	2000	2001
Connersville	+ 1.8	+ 14.2	- 2.9	+ 20.7	- 1.0
Crawfordsville	+ 4.2	+ 39.1	+ 23.6	+ 26.5	- 9.1
Dyer	- 3.8	+ 15.4	- 2.3	+ 31.5	- 3.0
Elkhart	- 10.2	+ 7.8	+ 15.0	+ 1.0	- 9.1
Hammond-Whiting	+ 10.8	- 4.3	- 4.0	- 7.4	- 23.6
Indianapolis	- 6.8	+ 68.0	- 19.6	+ 32.4	- 9.3
Jeffersonville	--	--	--	Note	- 12.0
Lafayette	+ 14.3	- 12.8	+ 147.0	+ 33.6	+ 1.2
Michigan City	+ 2.4	+ 1.8	- 18.7	- 11.8	- 38.0
Nappanee	--	--	- 18.7	- 1.8	+ 17.7
Rensselaer	+ 3.2	+ 41.9	+ 16.8	+ 24.6	+ 7.7
South Bend	+ 9.3	+ 9.6	+ 3.7	+ 2.2	- 1.4
Waterloo	+ 31.9	+ 10.6	+ 13.4	+ 1.3	- 0.8
Total	+ 7.5	+ 15.4	+ 3.3	+ 11.7	- 8.6

Note: Amtrak service to Jeffersonville commenced in the year 2000.

While Amtrak's Hammond-Whiting station has the largest ridership in Indiana, ridership at the station during the period in question decreased, counter to the statewide trend. While Amtrak has shown growth at South Bend, the proximity of the Niles, MI, station on the Michigan Service line, with four trains per day to/from Chicago, impacts Amtrak ridership potential between South Bend and Chicago. The decline in ridership at Michigan City may be attributable to a schedule change that made a day trip to Chicago, using the one daily train in each direction, impossible.

Lafayette displayed exceptional growth in ridership for Amtrak in the years 1999 and 2000.

The following is a description of each passenger train serving Indiana.

The Capitol Limited provides daily service between Chicago and Washington, D.C., with stops in South Bend and Waterloo, Indiana. The content of this train includes coaches, sleeping cars, a dining car, and a Sightseer Lounge car.

The Cardinal provides service three days a week between Chicago and Washington, D.C., and makes stops in Dyer, Rensselaer, Lafayette, Crawfordsville, Indianapolis, and Connersville. The content of this train includes coaches, sleeping cars, a dining car, and a Sightseer Lounge car. It is combined with the Kentucky Cardinal (see below) between Chicago and Indianapolis.

The Kentucky Cardinal provides daily service between Chicago and Louisville, KY, with stops in Dyer, Rensselaer, Lafayette, Crawfordsville, Indianapolis, and Jeffersonville. It is combined with the Cardinal, between Chicago and Indianapolis, on the days that the Cardinal operates. The content of this train includes coaches. The Cardinal's dining car and lounge are available when the two trains are combined.

The Lake Shore Limited provides daily service between Chicago and New York City with stops in Hammond-Whiting, South Bend, Elkhart, and Waterloo. The content of this train includes coaches, sleeping cars, a dining car, and a lounge car.

The Pennsylvanian provides daily service between Chicago and New York City with stops in Hammond-Whiting, South Bend, Elkhart, and Waterloo*.* The content of this train includes coaches, sleeping cars, and a dinette car.

The Three Rivers provides daily service between Chicago and New York City with stops in Hammond-Whiting and Nappanee. The content of this train includes coaches, sleeping cars, and a lounge car.

The Wolverine (Eastbound) and the ***Twilight Limited*** (westbound) provide daily service between Chicago and Pontiac, with a stop in Hammond-Whiting. The content of these trains includes coaches and a café service car.

Lake Cities This train provides daily service between Chicago and Detroit, with stops in Hammond-Whiting and Michigan City. The content of this train includes coaches, café service car, and a Midwest Business Class car.

Table 5-3 shows the stations each Amtrak train serves in Indiana.

Table 5-3 Amtrak Trains Through Indiana, and Stations Served

Station	Capitol Limited	Cardinal	Kentucky Cardinal	Lake Shore Limited	Pennsylvanian	Three Rivers	Twilight Limited	Lake Cities	Wolverine
Connersville		X							
Crawfordsville		X	X						
Dyer		X	X						
Elkhart				X	X				
Hammond-Whiting				X	X	X	X(W)	X	X(E)
Indianapolis		X	X						
Lafayette		X	X						
Jeffersonville			X						
Michigan City								X	
Nappanee						X			
Rensselaer		X	X						
South Bend	X			X	X				
Waterloo	X			X	X				

Amtrak stations provide different levels of amenities and services for the traveler, depending on the level of traffic and local participation. Table 5-4 shows the amenities and services offered at each of the stations.

5.1.2 The Northern Indiana Commuter Transportation District (NICTD)

The Northern Indiana Commuter Transportation District (NICTD) operates the SouthShore commuter rail line that connects Northern Indiana with Chicago, Illinois. The SouthShore line began as a private streetcar line in 1903 with service between Indiana Harbor and East Chicago, Indiana. Over the years, the line has grown to encompass 20 stations between downtown Chicago and South Bend, Indiana. The SouthShore Line is now a public entity devoted to providing patrons with a viable alternative to the automobile. NICTD owns approximately 130.4 miles of track. It also owns 41 1982 electric multiple-unit cars, seven 1992 electric multiple-unit cars, ten 1992 trailer cars, ten 2001 electric multiple-unit cars, and one locomotive. There are approximately 13,565 passengers on a weekday with a regular service schedule, and 3,210 on an average weekend. There were a total of 3,610,964 riders during the 2000 fiscal year.

The SouthShore Line has 12 stations located in Indiana: Hammond; East Chicago; Clark Road; the Metro Center and Miller stations, in Gary; Ogden Dunes, in Portage; Dune Park, in Chesterton; Beverly Shores, in Porter County; 11th Street and Carroll Avenue, in Michigan City; Hudson Lake, in LaPorte County; and the South Bend Airport.

Daily westbound service to Chicago begins at 4:02 a.m. from the Carroll Avenue Station and ends with the final complete run at 7:48 p.m. to Chicago and a run from South Bend to Carroll Avenue at 9:50 p.m. Weekday service from Chicago begins at 4:30 a.m. from Carroll Avenue to South Bend; complete runs from Chicago begin at 6:10 a.m., with a final run at 12:45 a.m. Westbound weekend service to Chicago begins at 5:20 a.m. and ends with a final complete run to Chicago at 8:40 p.m. and a final run between South Bend and Carroll Avenue at 10:40 p.m. Eastbound service from Carroll Avenue to South Bend begins at 5:45 a.m. and from Chicago to South Bend at 8:00 a.m.; service ends with a final run at 12:45 a.m.

Table 5-4 Services and Amenities Provided at Amtrak Stations in Indiana

	Connersville	Crawfordsville	Dyer	Elkhart	Hammond-Whiting	Indianapolis	Lafayette	Jeffersonville	Michigan City	Nappanee	Rensselaer	South Bend	Waterloo
Staffing													
Staffed				X	X	X						X	
Un-Staffed	X	X	X				X	X	X	X	X		X
Amenities													
Enclosed waiting area			X	X	X	X	X	X		X		X	
Checked Baggage Service				X	X	X						X	
Help With Baggage												X	
Restrooms				X	X	X	X			X		X	
Payphones	X	X	X	X	X	X	X	X	X	X	X	X	X
Restaurant						X							
Snack Bar								X					
Vending				X	X		X					X	
Parking													
Free Short-Term Parking	X	X	X	X	X	X	X	X	X	X	X	X	X
Paid Short Term Parking													
Free Long-Term Parking	X	X	X	X	X		X	X	X	X	X	X	X
Paid Long-Term Parking						X							
Accessibility													
Accessible	X	X		X	X	X	X				X	X	
Not Accessible			X					X	X	X			X
Local Transportation													
Taxis on Call	X	X		X	X	X	X	X	X			X	
Bus Service		X				X	X	X					

Each station has a variety of services and amenities to aid customers while they wait for the train. All the stations on the SouthShore line have an enclosed waiting area. Table 5-5 shows the services and amenities available at each of the stations.

Table 5-5 Services and Amenities Provided at SouthShore Line Stations in Indiana

	Hammond	East Chicago	Clark Road (Gary)	Metro Center (Gary)	Miller (Gary)	Ogden Dunes (Portage)	Dune Park(Chesterton)	Beverly Shores (Porter County)	11th Street (Michigan City)	Carroll Avenue (Michigan City)	Hudson Lake (LaPorte County	South Bend Airport
Staffing												
Staffed	X	X		X						X		X
Unstaffed			X		X	X	X	X	X		X	
Amenities												
Enclosed waiting area	X	X	X	X	X	X	X	X	X	X	X	X
Restrooms	X	X		X			X	X		X		X
Payphones	X	X	X	X	X	X	X	X	X	X	X	X
Restaurant												X
Snack Bar	X			X								X
Vending							X					
Ticket Vending							X					X
Parking												
Free Short-term Parking	X	X	X		X	X	X	X	X	X	X	
Paid Short Term Parking				X								X
Free Long-Term Parking												
Paid Long-Term Parking												X
Wheel Chair Accessibility												
Fully Accessible	X			X		X	X			X		X
Partially Accessible												
Not Accessible		X	X		X			X	X		X	
Connecting Transportation												
Taxis on Call	X	X	X	X	X	X	X	X	X	X		X
Intercity Bus Service				X								X
Transit Service	X	X	X	X	X				X	X		X

5.2 Incremental Improvements on Passenger Rail Corridors

Amtrak was contacted regarding potential projects/improvements that could be made on their route network in Indiana to improve runtimes and dependability. Amtrak's Capital Infrastructure and Equipment Department responded with a list of 20 projects for the Cleveland-Chicago route, five projects for the Chicago-Detroit route, and three projects for the Chicago-Indianapolis route. At this writing, there is analysis underway regarding the routing of the Chicago-Cleveland route. The study is looking at a route passing through South Bend as well as a route passing through Fort Wayne. Therefore, consideration of improvements to the existing Chicago-Cleveland line is not addressed herein. Table 5-6 presents the potential projects/improvements Amtrak has recommended for the Chicago-Detroit and Chicago-Indianapolis routes.

5.3 Indiana in the Midwest Initiative

The Midwest Regional Rail Initiative (MWRRI) is a cooperative effort between Amtrak, the Federal Railroad Administration, and nine states, including Indiana, to develop an improved and expanded passenger rail system in the Midwest. The service would operate as a hub-and-spoke system with lines radiating from Chicago. Trains operating at speeds up to 110 mph would link Chicago with Milwaukee, Madison, and Minneapolis; Des Moines and Omaha; St. Louis and Kansas City; Indianapolis and Cincinnati; Grand Rapids and Detroit; and Toledo and Cleveland, as well as many smaller cities and towns. See Figure 5-1.

Table 5-6 Potential Projects/Improvements

Element	Begin MP	Distance	Host Carrier	Benefit	Total Cost(est.).	Minutes Saved(est.)
CHICAGO-DETROIT						
Engineering and Design – CP 482 Siding	241.0	3.0	Amtrak	Increased operational reliability	3,500,000	0
Design & construction of new station – Michigan City	229.5	0.1	Amtrak	Increase revenue	1,500,000	0
Eliminate Grade Crossing – MP 236.36	236.4	0.0	Amtrak	Safety improvement – redundant X-sing	100,000	0
Eliminate Grade Crossing – MP 229.55	229.6	0.0	Amtrak	Safety improvement – – redundant X-sing	100,000	0
Eliminate Grade Crossing – MP 229.65	229.7	0.0	Amtrak	Safety improvement – – redundant X-sing	100,000	0
CHICAGO-INDIANAPOLIS						
Install signal system – Ames to Indianapolis		30.0	CSXT	Increase train speed and safety	6,000,000	5
Replace jointed rail with welded – Monon to Ames		50.0	CSXT	Increase train speed and safety	9,350,000	5
Signal aspect improvements -- Indianapolis		0.0	CSXT	Increase train speed	1,000,000	5

Increased speeds and service efficiencies would reduce travel times dramatically. For example, the nearly nine-hour Chicago-Cincinnati and Chicago-Cleveland trips would be cut in half. These efficiencies would be achieved through state-of-the-art train communication and control systems, highway/railroad grade crossing safety enhancements, and rehabilitation of existing and construction of new track and sidings. More frequent service would also be offered.

The funding plan consists of a mix of sources, including federal loans and grants, state funding, general funds, and capital and revenue generated from system-related activities, such as joint development proceeds. Federal funding will be the primary source of capital funds.

Indiana, located in the heart of the Midwest and surrounded by numerous major population centers, is ideally situated to benefit from high-speed rail development. Travel of 150 to 300 miles is the distance at which high-speed trains compete most effectively with both the automobile and the airlines. The population of the cities in this ideal train travel zone surrounding Indiana is at least 30 million. Connecting Indiana's cities to this higher speed rail network offers a variety of benefits. The ease and efficiency of business travel is a primary benefit, both for the travelers and for cities that experience improved accessibility. Many downtown tourist destinations such as museums, sporting venues, and convention centers should also benefit from their proximity to centrally located stations. Other benefits of the mode include comfortable travel with minimal pollution, reduced congestion and energy consumption; ability to work or relax while traveling; limited land acquisition needs due to use of existing rights-of-way; urban development potential around central city rail stations; and efficient utilization of various travel modes due to intermodal connectivity with buses, airports, and local transit systems.

The plan for the Midwest high-speed rail network proposes higher-speed trains running primarily on existing, privately owned rail corridors. The interests of these freight railroads must always be kept in the forefront to assure that any plans do not cause any negative impact for the freight service. Routing studies are looking at how passenger trains can connect the major population centers while assuring that freight operations are not adversely affected. Ideally, improvements to the tracks should provide benefits to both the freight and passenger operations.

Of the federally designated high-speed rail routes through Indiana (See Figure 5-2), the most direct benefit to the state can be realized by first improving service on the Chicago–Indianapolis corridor. This route connects Indiana's two most populated regions (northwest Indiana and the Indianapolis

Figure 5-1 Midwest Rail Initiative Corridors

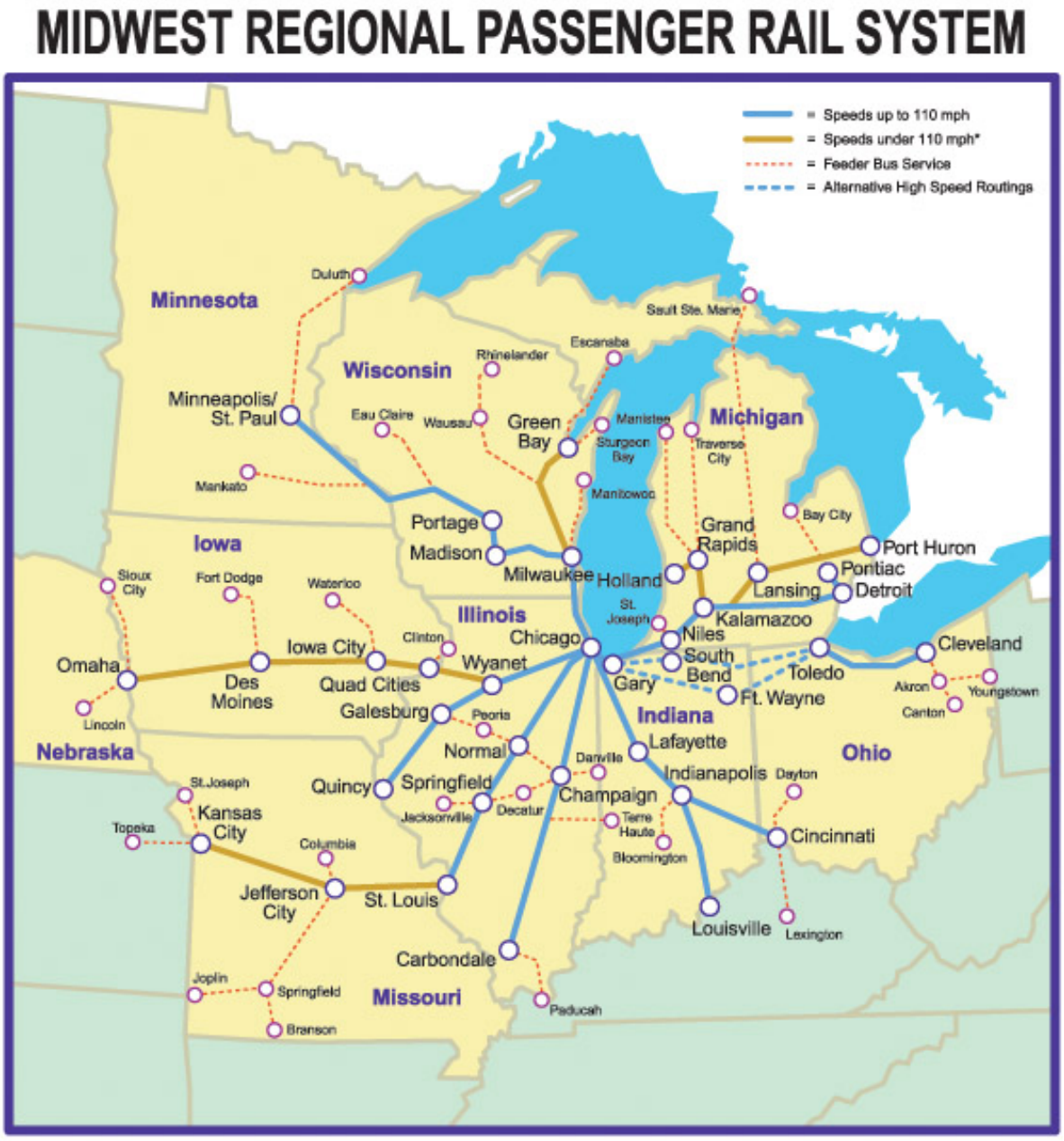
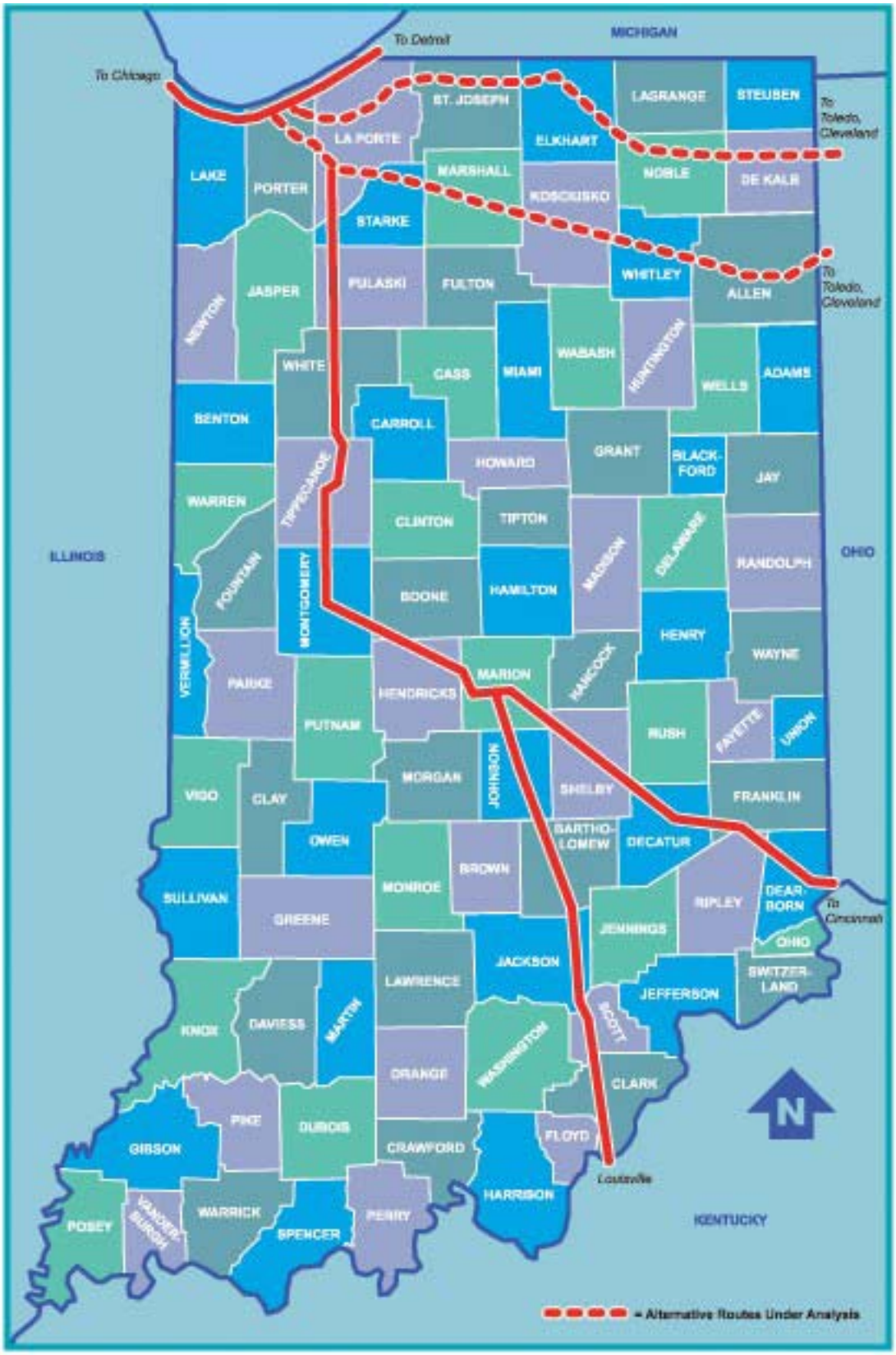


Figure 5-2 Federally Designated High Speed Rail Routes in Indiana



metropolitan area) and also connects to Chicago, the largest city in the Midwest. Extreme congestion of all transportation modes is evident in the region around the southern end of Lake Michigan. A dedicated route through this area for all passenger trains is a key issue being worked on by the states involved in the Midwest Initiative planning effort.

Because of the regional and national importance of keeping traffic moving through this area, the large costs associated with the necessary infrastructure improvements should be considered appropriate for a higher level of federal assistance. Once outside this area of extreme congestion, the route to Lafayette and Indianapolis has several ideal attributes. There is a low level of freight traffic density on this route, which means that initial service levels can be expanded with relatively few additional infrastructure requirements. Improvements on the route should focus on upgrading track conditions and grade crossing warning devices.

From Indianapolis, two routes have been federally designated, one extending to Louisville and the other to Cincinnati. Both of these routes are owned by "short-line" railroads with relatively low freight density. They have expressed a strong interest in seeing passenger rail services operate on their lines. Support and cooperation of the owner of the rail line is a very positive attribute of both of these corridors. Cost sharing with Kentucky and Ohio for improvements on these corridor segments is an issue that needs to be resolved. Although both routes are primarily in Indiana, the vast majority of the population served by the routes resides in the neighboring states.

Two routes traverse northern Indiana. One crosses the state running between Chicago and Cleveland, while the other connects Chicago and Detroit through Northwest Indiana. A study currently underway is analyzing two potential routes for the "Cleveland" corridor. Costs, ridership, revenue, freight conflicts, and ability to most adequately serve northern Indiana's population centers are all aspects of this analysis. The study will be completed later in 2002. The corridor to Detroit parallels the existing Northern Indiana Commuter Transportation District (NICTD) service and provides primary benefits to Michigan.

5.4 Regional Passenger Rail Planning Activities

Various Metropolitan Planning Organizations (MPOs) have a number of studies underway, or recently completed, involving passenger rail service. The following paragraphs provide a summary of these studies.

Northern Indiana Commuter Transportation District
West Lake County Corridor Major Investment Study

Prepared by TyLin Bascor in association with Al Chalabi, SEH, and SYSTRA
December 2000 (Executive Summary dated March 2001)

The Northern Indiana Commuter Transportation District completed a Major Investment Study (MIS) of several commuter rail options to evaluate the potential for expanded commuter rail service between northwest Indiana and Chicago. An MIS study is a federal requirement for potential improvements that are expected to have a significant effect on transportation in a region. The study explored proposed commuter rail service routes that incorporate the use of the former Monon Corridor with optional routing to Valparaiso on CN right-of-way or to Lowell on CSXT right-of-way. (Another route, to Crown Point, Indiana, along an abandoned Erie line, was eliminated from further consideration during the early stages of the MIS.)

The *Monon Corridor* is an alignment of approximately 27 miles that runs from Chicago to Munster, Indiana, and passes through many communities, including downtown Hammond and Munster.

The *CN alignment* from Chicago to Valparaiso includes the Chicago-to-Munster route described above and extends 26.6 miles along a southeast route from Munster to Valparaiso, for a total approximate length of 54 miles.

The *CSXT alignment* from Chicago to Lowell includes the Chicago-to-Munster route described above and extends 19 miles along a south route from Munster to Lowell, for a total approximate length of 46 miles.

The study concluded that the CN/Chicago-to-Valparaiso routing should be the locally preferred alternative (LPA) because it potentially offers the best balance between transportation benefit and cost. The CN alignment would directly serve Hammond, Munster, Highland, Griffith, Merrillville, Gary, Hobart, and Valparaiso and would indirectly benefit Shererville, Dyer, St. John, and Crown Point.

The next steps in the process include developing a local funding strategy, incorporating the LPA into the 2020 transportation plan, submitting a New Start application to the Federal Transit Administration, coordinating plans with the owning freight railroad, and proceeding with preliminary engineering.

Kentuckiana Regional Planning & Development Agency (KIPDA)

The Transit Authority of River City (TARC) has two light rail alignments that could potentially enter Indiana. These routes could affect railroad right-of-way. The first route would use abandoned right-of-way currently owned by CSX but formerly owned by Conrail/Penn Central. The right-of-way splits from the north-south Louisville and Indiana (LIRC) main line about one mile north of the Ohio River bridge and extends west to New Albany. There is discussion of using the right-of-way for Light Rail Transit (LRT). TARC has not undertaken any planning for that possibility. The second route corridor follows the general route of the (LIRC) main line crossing the Ohio River and continuing north on either the LIRC alignment or the presently-abandoned Jeffersonville Industrial Track. There have been no specific studies or planning regarding this route.

Indianapolis City–County, Department of Metropolitan Development, Planning Division
City of Indianapolis Comprehensive Rail Study

By R. L. Banks & Associates, Inc.; I. T. Business Corporation; and KPMG Peat Marwick
December 15, 1995

The study was undertaken to inventory and evaluate the existing rail system in the Indianapolis urbanized area. The study team examined rail network characteristics, operation, and use, as well as possible future developments, identified corridors with preservation potential, and catalogued possible funding sources for corridor acquisition or preservation.

In 1980, rail service in Indianapolis was provided by five Class I railroads. By 1995, Conrail was the predominant Indianapolis rail carrier. CSXT and four short lines (Indiana Rail Road, Indiana Southern Railroad, Louisville & Indiana Railroad, and Central Railroad of Indiana) also owned and/or operated track into the City of Indianapolis. Of these railroads, only the Indiana Railroad had a terminal facility within Indianapolis. The Hoosier Heritage Port Authority owns the former Nickel Plate line to Noblesville and Tipton. Excursion passenger and non-common carrier freight service are operated on this line.

The 1995 report stated that within the Indianapolis study area, the rail network consists of 190 route miles. Total track miles, including second main tracks, yards, and sidings, are much greater. Most of this rail network is in good condition for its present use. Train frequency varies from less than one train per day to more than 30 trains daily (on CSXT's Cleveland-St. Louis route). As of December 1995, the city's only intercity passenger service was Amtrak's Cardinal, running three times a week between Chicago and Washington via Indianapolis. (Today this service is supplemented by the Kentucky Cardinal, which provides daily service from Chicago to Louisville, via Indianapolis.)

In 1995, the study team rated the various Indianapolis area rail lines in terms of their traffic base; the higher the volume of traffic carried by a rail line, the less likely that line is to be sold or abandoned. Besides the Indianapolis Line (the main line), three Conrail branch lines were rated as "solid"—the

Hunter running track, the Arlington Avenue industrial track, and the Kraft running track. The other six lines branch lines were evaluated as "fair," "doubtful," and "uncertain."

Connections: Northeast Corridor Transportation; Northeast Corridor, Indianapolis, Indiana

Draft Environmental Impact Statement (DEIS)
September 2001

The Indianapolis Northeast Corridor study area is bounded by downtown Indianapolis on the south, Lawrence on the east, Noblesville on the north, and Westfield, Carmel, and Meridian Street, in Indianapolis, on the west. The study area is 26 miles long and 12 miles wide at its widest point. The Hoosier Heritage Port Authority (HHPA) Rail Corridor bisects the study area from north to south.

This DEIS examined both highway and transit alternatives to address growing traffic congestion and improve mobility in the northeast quadrant of Marion County and the southern part of Hamilton County. The existing transit service has increasing difficulty providing access to jobs in the rapidly developing markets of northern Marion and Hamilton counties. The DEIS included a range of alternatives, from maintaining the existing freeway system, to expanding bus transit in Marion and Hamilton counties, to building light rail and commuter rail transit. The primary impacts of the rail alternatives include proximity impacts to neighborhoods, historic resources, and properties with environmental contamination.

The DEIS considered six transit alternatives and six highway alternatives, plus no-build alternatives. The DEIS concluded that although a combined commuter rail/LRT alternative is the most expensive of the transit alternatives considered, it also offers the most benefits, including higher ridership than the other transit alternatives and a greater potential for positive benefits (such as new development) all along the alignment. Though it is the most costly of the transit alternatives, it is considerably less expensive than the highway alternatives also considered. It would also generally engender fewer environmental impacts than any of the highway alternatives.

The DEIS must be circulated for public review before preparation of the Final Environmental Impact Statement (FEIS). It is likely that the locally preferred alternative (LPA) would develop separately, as one highway alternative and one transit alternative.

In July of 2002, Indianapolis city planners announced that they would begin a new, $1.5 million transportation study of LRT and other alternatives. The study will consider a more extensive network, encompassing additional suburbs.

5.5 State Passenger Rail Planning Activities

The Indiana Department of Transportation has participated and continues to participate in a number of passenger rail planning activities. These activities are noted below:

- Early 1990s, *Chicago to Florida Corridor*. Indiana participated in the analysis of a new Chicago-to-Florida passenger rail route.
- 1996 to present, Indiana participates in the Amtrak Beech Grove Task Force, which works to promote and preserve jobs and business growth at Amtrak's Beech Grove Maintenance Facility, providing more than $2 million to help with facility upgrades.
- 1996, Indiana agrees to participate in the Midwest Initiative passenger rail study with eight other Midwest states, Amtrak, and the FRA. The study examines a network of interlinking passenger rail corridors, hubbed in Chicago, instead of focusing on just one particular corridor. Midwest Initiative work continues, with monthly meetings and the development of numerous sub-corridor studies, as listed below.

- *Indiana Passenger Rail Study*. Examines additional corridors in Indiana with potential for future passenger rail service. Corridors could complement the others that are proposed for development in the Midwest Initiative study (1997).
- *Gary Alternative Corridors Analysis*. Examines costs and benefits associated with the use of three different passenger rail routes between Lafayette and Chicago, each serving northwest Indiana and the Gary Airport in particular (1997).
- *South of the Lake Reroute Study*. Indiana is participating in a study, along with Michigan and Amtrak, to identify a new passenger-rail-only corridor through the highly congested area around the southern end of Lake Michigan. All eastern trains running from Chicago will benefit from decreased congestion that would result from this new corridor, because freight trains and passenger trains would not have to share heavily congested freight rail corridors (study still under way at time of this writing).
- *Northern Indiana/Northwest Ohio Routing Analysis*. A study recently begun that will examine the most cost-effective way to run trains through northern Indiana between Chicago and Cleveland. Two corridors will be studied in terms of construction costs, ridership, revenue, trip length, and other factors, while trying, if possible, to ensure that a plan is developed that will preserve good passenger rail service for all major metropolitan areas in northern Indiana (still under way at time of this writing).

- *Passenger Rail Statewide Public Communications Program*. Indiana DOT worked with a consultant to communicate information about ongoing passenger rail issues and plans and gathered input from citizens around the state (study completed in February 2002). The communications program was called the *Indiana Passenger Rail Initiative: Taking a Bold Track into a New Century.* More than 1,100 people attended public outreach meetings sponsored by Indiana DOT at seven locations during the summer and fall of 2001 to discuss the Indiana Passenger Rail Initiative. The public response was overwhelmingly in favor of INDOT's plans examining potential high-speed rail service in Indiana.

Intergovernmental Involvement

- Indiana DOT is working closely with leaders at both the state and national levels on passenger rail issues as the nation considers funding sources for potential passenger rail development (ongoing).
- Applications for Section 1103(c) grade crossing financial assistance. Indiana DOT has applied for and received funds from this program, which assists with crossing improvements on designated high-speed rail corridors. INDOT last received an award for $200,000 in 1999.
- Accelerated communications with neighboring states and local governments. Meetings with Ohio, Kentucky, and Michigan officials. Also with leaders from Indianapolis, Lafayette, South Bend, Fort Wayne, Gary, and other communities (ongoing).
- Indianapolis-to-Louisville Federal Corridor Designation Application. INDOT recently applied for (and achieved) an expansion of the Midwest Hub federally designated corridor to include a branch from Indianapolis to Louisville (2000). Indiana had previously applied for and received federal designation of the Chicago-Indianapolis-Cincinnati Corridor. Other federally designated routes are Chicago-Cleveland and Chicago-Detroit.

6.0 PUBLIC AND PRIVATE FINANCIAL ASSISTANCE PROGRAMS

6.1 Federal Financial Assistance Programs

Federal funding for railroad infrastructure projects are quite limited. In prior years, public funds to assist railroads in making infrastructure improvements came primarily from two sources, the Railroad Revitalization and Regulatory Reform Act (4R Act) of 1976 and the Local Rail Service Assistance